



Don Poll Leave's the Nest

Solo Flight



Another solo flight was recorded for the season with the solo flight of Don Poll. Saturday morning Don came out for instruction and after a few flights instructor Pete Washburn turned him loose. Don had a great solo flight with a perfect take off and landing. Congratulations Don! Also congratulations to Pete with his second student solo flight this season.

Bill Freeman Completes Silver Badge Qualifying Flights



The Sunday (21) blipmap from Dr Jack seemed promising and I was looking forward to a couple of hours of nice local soaring. Hoping to get into GE, I arrived at the airport about 9:45 and was lucky to find that no one else had beaten me to it on the signup sheet. So I penciled in 2 hours from 1 to 3 pm, checked out GE back by the hanger, and Clark and I dragged it to the east end of the field. Then I sat around waiting to see how things developed.

Scattered Cus began to show up by about 10:30. Aurora AWOS said bases were at 4800. By 11:30 the sky was looking great, with a breeze from the NW. I decided it could only get better and there was no point in waiting until 1 pm. I launched at the stroke of noon, right after Chris in the Jantar. Jim Short towed me upwind and I released at 3200 MSL in the vicinity of some ~3 knot lift that I worked up to near cloudbase,

Most of the clouds were marking the thermals pretty reliably. However a few clouds were real suckers, as I found out over Sycamore when I hit some SERIOUS sink on the way to what looked like a very nice cloud up ahead. I pressed on through the sink, expecting some good lift beyond it, upwind of the cloud, but I never could find it. So after some futile searching, I retreated toward DeKalb thinking maybe a landout there was in my near future. That was an aggravating thought on such a nice day! Down to 2500 MSL east of the airport over the large quarry, I then hit a narrow 6-knotter that carried me back to 6500 feet. After that, I vowed to stay high and I spent the rest of the long afternoon roaming around the local vicinity, mostly between OC2 and DeKalb, and mostly between 5000' and 6500' though I did top out at 7500' MSL on two occasions.

I called the ground at 2:50 pm while I was just south of DeKalb asking if anyone had signed up for GE after me, but there were no takers. I briefly entertained the idea of going to Rochelle in mid-afternoon when conditions were pretty strong but by then a lot more blue had appeared in that direction, the wind had shifted a little more westerly, and the occasional bigtime sink caused me to wimp out. I know all you cross-country pros out there are probably shaking your heads in disgust, figuring I should have gone to Wisconsin or something. Some day, maybe...

My feet were getting quite cold after 3 hours aloft, but conditions were good so I decided at that point to see how long I could make the flight last. By then, I was wishing I had brought along warmer socks and more than a granola bar and a bottle of water! First I set myself a goal of extending the flight to 3.5 hours, then to 4 hours. It was only at that point that I began to even consider the possibility of making it to 5 hours. I still assumed the lift would die out before I could make it to 5 pm.

I think it was around 4 pm when I was startled to hear a call on 122.9 from American Airlines 777, flight number something-or-other. That got my attention. It took a few seconds before I realized it was Lief calling from his flight inbound to O'Hare. I guess he wanted to see if Christian was aloft. For a few moments I had visions of a 777 making a low pass over OC2!

Throughout the afternoon I saw numerous corn shucks swirling by, even up at my maximum altitude of 7500 MSL. They were reliable markers for several thermals, invariably located where the lift was strongest. I want to thank those farmers who were driving the combines down below. And thanks also to the pair of hawks who joined me briefly at about 7000'.

After 4 pm, the day got progressively bluer, but the lift persisted. At various times I found good lift over Waterman and also over the wind farms northwest of the field, and I hung out over both places for a while. At some point, probably around 5 pm, I headed for Shabbona just for a change of venue. I arrived at about 5000' over the center of town where I hit a very nice blue-sky 5-knotter that took me back to 6500' yet again. Then I flew around to the south side of the lake where I hit a 4-knotter. For so late in the afternoon, it was all getting a bit ridiculous. I then headed toward Sandwich, having not been south of the airport for the whole day. I spotted Pete and Zach south of the field in one of the ASKs, met up with them for a while, and then headed a bit further south, though I did not make it all the way to Sandwich before turning around.

Six hours duration was becoming a definite possibility at that point since I had plenty of altitude, but I was rapidly losing my enthusiasm for an attempt at that admittedly arbitrary goal. The lift eventually did begin to weaken, and since I was a bit tired, cold, and hungry I decided to pack it in rather than try to stretch things out for another 10-15 minutes circling in zero sink. I landed on 27 at 5:54 pm for a total flight time, release to landing, of 5 hours 49 minutes.

Just as I was kicking myself for not having a flight recorder to officially log the flight, Jim Short came up to me and said that I didn't need it for the silver badge duration and that he could sign off as my official observer! So Jim, I've got the form filled out now and am just awaiting your signature. Of course, I did cost myself the Silver Badge 1000-meter altitude gain by not having a recorder with me, but hey, considering that I started out the day with no intention of a 5-hour flight, I'm not so disappointed about that. This season at least, 1000-meter climbs have been a dime a dozen ;-)

Bill

Editors Note: - This past Saturday (27) Bill completed the altitude and distance portion of the Silver with a task of Dekalb, Vogan, OC2. Congratulations Bill

Michael Nuebeck Goes for Silver Altitude & Distance

On Saturday (27) I set out to make some distance, shooting for a 300k, but knowing this was a bit optimistic, I declared electronically 0C2-Albertus-Clinton, IA- 0C2, which each leg is long enough to get me the 50km silver distance. I took off around 1pm, released at 2,900 MSL and almost had to land again, but then caught the "IP house thermal" all the way to 4,000 MSL, circled for 2min over the field and started the task. I found strong thermals on the way to Hendrickson, got low there but again climbed to 5,000 MSL, from there it was a slow flight into the wind (320 @15 kt) and it took me 2 1/2 hr to get to Albertus, but I had no other choice to stop for thermals, as sink in between them was strong. I reached 6,200 MSL over Byron, which meant I made the silver altitude gain. I did not have even to use the nuclear plant's cooling towers and reached Albertus at 5,600 MSL, wow, great feeling I never been that far. Turned to Clinton and got 32 sm close, saw already the mighty river, but this is rough terrain out there and without strong thermal support I could not make it, then I quickly lost altitude and abandoned the task. I was around 3,000 MSL and switched to hopping mode from one airport to the other, working 1-2kt lift in the blue, crossed the Rock river and got to Dixon at 3,000 MSL, still thought I could make Bresson, but there are not many fields in between, so I turned around and landed at Dixon, where Wit retrieved me an hour later. Thanks Wit! Learned also that landing into the sun at sunset is not a good idea and bounced a bit, because I could not see the ground well. All in all it was an exciting flight, I did 99 sm in 3:14, so, yes, I know my speed is all less than exiting.....

The trouble now is that I cannot download the trace of the flight, but got some tips from Paul Remde and will reboot the 302 and try again apparently this electronic stuff is less reliable then I thought it is....

On Oct 15 I will start my new job in Fayetteville, AR and feel a bit sad leaving the place where I met so many friends and learned to fly, so best wishes to all of you and you have been great! Will be in touch! - **Michael & Martha**

Editors Note: Michael and his wife Martha are leaving the Chicago area for a job opportunity in Arkansas. Unfortunately for the club we are losing a great member and our club brewmeister. We have enjoyed their positive spirit and contribution to club over many years. We wish them the best and hope they can join us for the Chili Fest before officially moving.

From the Club Room - Scott Wolf

Saturday - It was a beautiful day and excellent soaring conditions in the Blue. Chuck and I split a few rides and had a difficult time getting the Grob back down. I know we had a few of the privates take some lengthy duration flights and ended the day with Vit retrieving Michael Neubeck from Dixon quite late in the day. Bill Freeman also had a significant duration flight in GE and wore the seat cushion out. I believe he was up for well over 5 hours. I'm happy to report that adding brake fluid to the Grob was all that was needed to restore full braking functionality. The highlight of the day was surely the solo flight of Don Poll.

Sunday - It was a zoo! As best I can recall, we had roughly 27 tows and Doug Waggoner provided the lion's share of them on his first full day of towing. He did a great job and each touchdown was a perfect 3 point landing. Thanks to Chuck for being a workhorse with the rides. He went non-stop all afternoon and gave me a break for the day, which I enjoyed! I believe Darek had a great flight in GE covering some significant distance and duration of over 4 hours. Andrew Smolen returned to the field and brought a few friends along. He helped Doug out with a few tows during the busiest hour, while Chuck and John Kamis took his two friends for a ride. Great progress continued to be made by all of our student pilots over the weekend and Michael Purpura, our newest member took a long flight with Dennis on both Saturday and Sunday afternoon. Welcome to the club Michael!



Lastly, I want to give a special thanks to Ziggi and Michael Czyzynski for all of their help on the flight line early in the day. We were operating without a Crew Chief on Sunday and I am pleased to report that the general membership rose to the occasion and pitched in when and where needed. - **Scott**